

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. IX

RIO DE JANEIRO, MAY 15TH, 1882

NUMBER 14

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Novo (branch from Entre Rios) 12 m.; Cachoeira (S. Paulo
branch) 1:45 a. m.; São Paulo (per S. P. & Rio R.R.) 6 p. m.
Downward: leaves São Paulo 6 a. m.; Barbacena 8:32 a. m.;
Porto Novo 12:13 p. m.; arriving at Barra Junction at 10 o'clock,
a. m. Connects with Valenciana line at Desemboque, Rio
das Flores line at Commercio, União Mineira line at Ser-
raria; Oeste de Minas (S. João d'El Rey) line at São
Leopoldina line at Porto Novo; Resende e Areal line at
Surubá; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:15 a. m.; arriving
at Barra Junction at 10:36 a. m.; Rio Novo (central line) 7:07
p. m.; Cachoeira (S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48
a. m.; Rio Novo 9:50 a. m.; arriving at Barra Junction at 1:57 p. m.;
Rio 5:45 p. m. Stops at all stations. Connects with Santa
Cruz branch at Sapopemba, and Minas branch at Belém.
Mixed Train: Leaves Rio at 9:10 a. m., 3:12 and 4:10 p. m.;
arrives from Belém 7:15 a. m., from Barra 8:45 a. m., from
Entre Rios (leaving 6:07 a. m.) at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30,
7:40, 8:40 and 10:32 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30,
8:30 and 10:00 p. m., all stopping at Cavendish except the 10
p. m. train, which runs to Sapopemba. Returning, the trains
leave Sapopemba at 3:50 and Cavendish at 3:50, 6:10, 7:45,
8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and
9:40 p. m.
CANTAGALLO R.R.—Leaves Niterói (Santa Anna)
7:30 a. m., arriving at Nova Friburgo 1:05. Cordeiro (1 hour
per trainway from Cantagallo) 4:10 and Macuco 5:45 p. m.
Return train leaves Macuco 6:30, Cordeiro 7:50 and Nova
Friburgo 12:10 a. m., arriving at Niterói 4:35 p. m. A ferry
boat runs between Rio and Santa Anna, connecting with trains.
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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and a quotation information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, MAY 15TH. 1882.

The sessions of the General Assembly, although still much occupied with political discussions and private legislation, has now settled into its regular work. The various departmental appropriations of the budget are now under discussion in the Chamber, some of which have received many amendments already. As these bills are sure to undergo important changes before their final passage, should they pass at all this session, we shall not undertake to publish an abstract of them for the present. It may be noted in this connection that there is some talk of extending the last budget over to the coming year. The new patent law project has been made the subject of some discussion, and several important amendments have already been offered. In the Senate, there have been several spirited discussions in a political sense. The matter now exciting most attention is the attack on the former ministry in the naval supply bill, because of their cancellation of a contract with a French company for the construction of the new ironclad. The principal assailant is the minister who contracted for the late lamented *Independencia*, which cost so much money, and which was sold at a loss soon after leaving the stocks. Besides this question the Senate is also discussing bills on joint-stock companies, on agricultural aids, and on patents.

THREE steamers arriving at this port within the past week or two have reported meeting a derelict vessel off the Brazilian coast and directly in the line of steamship travel between this port and the River Plate. The *Kipler* first saw the hulk on the 26th April, and gave notice of it immediately on arrival in port. On the 2nd instant the *Colombo* discovered the same derelict, and on the 5th the *Plato* fell in with it in lat. 31° 40' S., long. 49° 30' W. From the various positions of the derelict as reported by these steamers, it would seem to be floating in a south-westerly direction, directly in the general course between this port and the River Plate, and at the rate of about twenty miles a day. In view of this circumstance, the greatest care will be necessary on the part of all steamers running to and from the River Plate, to avoid a collision, and it will be a matter of little surprise if some serious accident should occur. The large number of steamers constantly traversing this course and the great difficulty of detecting a hulk of this character on dark nights makes the danger one of imminent character. It is a matter of considerable surprise that the government has taken no interest whatever in this danger, and has ordered no war vessel out to cruise about in search of the derelict.

Certainly the government has vessels and men enough to render this indispensable service to commerce, and it is an aid which should have been offered promptly and voluntarily. Not one moment should have been lost when the news came of this danger to life and property, but a vessel should have been dispatched at once to destroy it. A navy which has no other service than that of rotting in port is of precious little use in any country. During times of peace no better use can be made of this arm of the public service than in rendering aid to the pursuits of civilians, upon whom its very existence depends. Aside from burning a little coal and consuming a little oil, it will cost no more to keep a war vessel on this humane service than to let it lie in port, with its machinery rusting and its crew dawdling on shore. It is to be hoped that this inexcusable neglect will continue no longer, and that the government will at once take measures to dispatch a vessel in search of this derelict. Should some steamer be lost through this neglect, the government will find it very hard to offer any excuse for the wanton waste of life and property which may ensue.

Now that the effort to "bear" the market in Botanical Garden tramway stock is pretty well spent, and the accumulation of private malice has been vented, it may not be amiss to review the general features of the case in a few brief words. In the first place, the Botanical Garden line has been kept in a perfect state of preservation, its service has been perfectly satisfactory, and it is beyond all question the most popular line in the city. It has contributed very largely to the growth of the suburbs which it serves, and it has always treated its patrons with the highest respect and consideration. We have yet to learn of the first complaint against the company on the part of the residents along its lines, and we have yet to see one single petition from the people for a competing service. As far as the people are concerned, there is and always has been the highest satisfaction—so much so that in the *riots* of January, 1880, this company was the only one whose property was not destroyed. On the part of a few speculators, however, the case has been very different. They have been striving for years either to drive the American company out, or to secure a part of its traffic. The present attack is made by persons connected with those defeated schemes, and who are still interested in securing a part of the valuable traffic from the suburbs of Botafogo and Laranjeiras. The arguments which were once urged upon the government against the old company have now become useless because the line is now owned here. No foreign company is to-day reaping a rich harvest in this enterprise. The efficient administration of the American company, and the substantial growth of the city along this line made their franchise very valuable, so much so that the American company sold its stock at about three and a half times its nominal value—its nominal capital stock of 2,000,000\$ was sold at a market price of, say, 7,000,000\$. To the new shareholders, therefore, this last sum represented an actual capital investment, and it was their right to continue the stock at the false denomination of 200\$, or to transform it into new shares which should represent the investment more exactly. They could have issued the shares in any denomination they pleased, providing always that it was done in accordance with their charter. This they did, and the augmented share value of 700\$ was divided into new shares of 200\$. The government was determined to have lines built to the military school, to the Copacabana beach, and through certain streets, and had called for tenders. The Botanical Garden company naturally

wished to secure these concessions, and very justly believed that it could do it because it would be simply an extension of its lines at a much less cost than any new company could construct them for. To meet this prospective construction the new company took occasion to increase its capital stock to 10,000,000\$ at the same time that it transformed its old stock and reorganized. The transaction was effected openly, and after full consultation with the government and with eminent lawyers. And that is the simple outline of the whole story of a transaction, about which so much has been said. No one is obliged to buy the stock, and the new company is perfectly able to hold it. The tramway service will be continued as usual, the public will be satisfactorily served, dividends will be declared, and the new company will be known as a model enterprise. It is purely folly to believe that the projected Copacabana line can be built without an interest guarantee, and no one believes that the government will ever lend itself to so shameful a grant as that. Those who expect to buy Botanical Garden stock at 15\$—as was done with the Navegação Brasileira company—will probably be deceived. The public will continue to have implicit confidence in this enterprise, notwithstanding all that has been said against it.

A QUESTION has recently arisen in the Senate, during the discussion of the annual naval supply bill on the 10th instant, which promises to reflect little credit upon the government and its methods of transacting business. In the course of debate and in reply to a statement that the government had arbitrarily cancelled a contract with the *Société Nouvelle des Forges et Chantiers de la Méditerranée* for the construction of an ironclad, the ex-prime minister, Senator Saraiva, stated that no such contract had ever been made. On the following day the representative of that society in this city published the contract in full, together with a letter from the then minister of marine stating that he had ordered the contract to be drawn up on the plans and specifications submitted by the society's representative and with the modifications accepted by him. This letter is dated 23rd February, 1881, and the contract is dated the following day. It contains the names of the controller of marine and the representative of the French company, both of which were officially recognized on the 2nd March following. The signatures were also verified by the French consul in this city on the 2nd March, by the Brazilian consul in Paris on the 4th April, and the signature of the latter was attested in the department of foreign affairs on the 2nd May by the Barão de Cacho Frio. The published copy shows that a proportional stamp tax of 4,836\$ was paid besides the usual stamps attached to the attestations. As far as one can judge without an exact knowledge of all the facts and details of the transaction, the contract appears to be complete and regular, and in the belief that it was so the representative of the French company has since appealed to the courts for damages for breach of contract. It is to be noted, also, that on the 11th, before he knew of the publication of this contract, Senator Saraiva stated that the alleged contract was only a shaft or minute which the minister had ordered to be drawn up for examination, and that when it was presented on the 28th March with a letter from the controller asking approval, the then *ad interim* minister, Deputy Pedro Luiz, replied on the 31st following that the government had resolved not to approve it and that the stamp tax which had been collected without authorization, should be refunded. On the same day the *ad interim* minister of marine addressed a request to the minister

of finance for the refunding of the stamp tax. In all this transaction it is highly improbable that the government acted with deliberate bad faith, or that the prime minister knew just how far the negotiations were carried. There is no one man in Brazilian public life whose statement can be more implicitly believed than Senator Saraiva, and yet it is impossible to believe that this transaction has been carried on in perfect good faith, and with a due observance of the rights of private individuals. It is evident from the letter of Minister Lima Duarte and from the subsequent action of his comptroller that the contract was drafted in good faith. The stamp tax was paid, and the document was at once dispatched for the attainment of all the required certifications and signatures, all of which were secured in due form and good faith. In the meantime, however, the cabinet, changed its mind, possibly at the Emperor's wish, the minister of marine obtained a brief leave of absence, and acting minister refused to sign the contract and ordered the stamp tax to be refunded. It may be that the whole cabinet did not know just how far the minister of marine and his comptroller had carried the business, but this should not serve as an excuse for refusing all due reparation. The wish of the cabinet to secure competitive tenders from European constructors was perfectly right, but that should have been plainly stated to the representative of the French company. This purpose seems to have been an afterthought, and then instead of having an amicable understanding with this company, the government abruptly broke off the negotiation and practically cancelled the contract. In view of this case, and of others not widely dissimilar, it is full time that the government should either adopt some settled policy in its dealings with foreign contractors which shall accord better with their ideas of business negotiation and the value of contracts, or else it should formulate or promulgate its own rules in such matters for the guidance of strangers. The many cases of violated contracts, and the manner in which they are effected and defended, leads us to believe that the Brazilian idea of a written engagement or contract is widely different from that held in the leading nations of the world. Whether or not that difference in opinion and practice is just, is a matter for frank discussion, but in the meantime the government should explicitly declare to all parties with whom it intends to negotiate a contract, that it reserves the sovereign right to cancel any and all engagements at will, and without recourse for them either in law or equity. After that, there will be no reasonable cause for complaint, because contractors will then be dealing with open eyes.

THE QUESTION AT ISSUE.

It is natural, therefore, that with the extinction of the glowing anticipations of immense profits by an easy transaction, and with the certainty, instead of profit, of a grave loss in the liquidation, all the parties to the aborted scheme should be filled with rage and yearning for revenge. It is, indeed, a matter of course that we should be already suffering the consequences of our intervention in favor of the general public, in threats and anonymous slanders, and in open diatribes from THE RIO NEWS, the seditious of the prime mover of the defeated exploration, whose share in the profit was to have been 350,000\$ and a fatigued salary as president. Hence those res! But who, in the satisfaction of having achieved a great victory, even over an ignoble foe, cares for the snarling of the yelping cur at its master's heel?—*Anglo-Brazilian Times*, May 9.

The above extract from a leader in the last issue of the *Anglo-Brazilian Times* appears to be a graceful allusion to our rectification of the statements published by that paper respecting the new Botanical Garden line, and to our vindication of the character of a gentleman who for a long time past has been wantonly and persist-

ently traduced in its columns. As regards the assertion that the *The Rio News* is "the stipendiary" of any one, we need scarcely say that it is absolutely false, and that the author of the statement well knew that he was writing a falsehood when he penned it. We have neither intention nor desire to wage a war of words with the *Anglo-Brazilian Times*; we could not if we would, for we frankly confess that the flowers of rhetoric so lavishly scattered through its leaders are altogether beyond us. Moreover, we are unwilling to descend to the plane which that sheet occupies; and it can not rise to ours, even if it would. It is simply a difference in taste, training and principle, and were it not that there are many outside of Rio who are not equally well informed with those residing here as to just what the *Anglo-Brazilian Times* really is, how pure and unselfish the "public spirit" which actuates it, and just how much value is to be attached to its statements and opinions, we should pass these literary amenities by without notice. As it is we have not hesitated to speak the simple truth about the facts to which we referred in our last issue, as we are in duty bound to do by the support accorded to us by this community not only in this but in all cases of similar character. And upon this principle we shall continue to act, whatever the amount of foul abuse that may be heaped upon us for doing so.

COMMERCIAL STATISTICS.

In our issue of the 5th instant we called attention a second time to the gross inaccuracies which characterize the commercial reports of our influential colleague, the *Journal do Commercio*. It was not to be expected that the *Journal* would offer us a resolution of thanks for the service, but we did expect to see a little more care used in the preparation of the statistics to which we called attention—at least for a time. In this, however, we have been greatly mistaken. To show his indifference not only to our just criticism, but also to the exact boundaries of mathematical calculations, the *Journal's* commercial editor has continued on his erratic way without the slightest apparent consciousness of the injury he is doing the commercial public. It is not altogether a pleasant task, but in our own interest as well as in that of the public, we shall continue to call attention to the *Journal's* errors and give the correct figures.

In its issue of the 5th instant the *Journal* gives the coffee dispatches at this port for April as 265,785 bags, valued at 5,570,040\$-030, whereas the *Globo* of the 2nd instant—three days earlier—had given these dispatches correctly as 277,169 bags, valued at 5,571,966\$-040—the *Journal* being wrong to the extent of 11,384 bags. And in the detailed statement of the value of the shipments to various ports, the same wild absurdities to which we called attention, were continued, even to that of valuing the 1,250 bags sent to Port Elizabeth at 99,227\$100, instead of 24,525\$000.

It may be said, however, that on the above date the *Journal* had not seen our corrections, and had not had the opportunity for correcting these errors, nor for taking the precautions which we advised against further errors. This can not be said of the issue of the 8th, which gave the coffee dispatches for the week ending May 6th. The reports of the two dailies were as follows:

	valued at
<i>Journal do Commercio</i> 109,757 bags	2,050,126\$100
<i>O Globo</i> 111,848 "	2,134,059 840
Difference.....	2,091 " 83,933 740

As before the *Globo's* report is the correct one. If the *Journal's* error for this one week may be taken as an average for the year, it represents an aggregate annual error of 4,364,554\$480—a sum certainly large enough to discredit even the merest tyro in

statistics. In continuation of our practice of following these errors to their source, we find the detailed statement of the week's dispatches to be as follows, to which our corrections are appended:

	bags	value	should be
Lisbon.....	100	1,908\$000	correct
Oporto.....	100	1,908 000	correct
Lyons.....	1,591	30,356 280	30,356\$280
Marseilles....	6,549	124,858 840	124,951 920
Genoa.....	2,386	45,353 160	45,524 880
Gibraltar.....	4,000	76,320 000	correct
London.....	2,750	71,550 000	52,470 000
Southampton..	3,742	71,397 360	correct
Hamburg.....	10,203	309,133 060	309,153 240
Antwerp.....	155	2,957 400	correct
Mediterranean	30	572 400	correct
Port Elizabeth	2,500	47,700 000	correct
Cape of G. H.	5,525	105,417 000	correct
Baltimore.....	6,420	122,483 600	122,493 600
New York.....	49,860	888,328 800	951,328 800
U.S. (other p.)	7,181	137,013 480	correct
Montreal.....	266	5,075 800	5,075 280
Buenos Ayres..	399	7,612 920	correct

In this statement the compiler seems to have managed his even "tens," "hundreds" and "thousands" famously, especially where the multiplier was 100; but in the other calculations where he had to multiply with some three or four figures he seems to have again resorted to sheer "guessing"—and very indifferent guessing at that. The official valuation of a bag of coffee for the week was 195080, from which it will be seen that a value of 71,550\$ on the 2,750 bags dispatched to London is a very wild "guess"—being just 19,080\$ wide of the mark. In the New York dispatches he was equally unfortunate, for the number of bags was 49,860, the value per bag 195080, and the "guess" 888,328\$800, instead of a correct product of 951,328\$800—or a handsome little variation of 63,000\$. Then too, beside this unscientific "guessing" the *Journal's* compiler seems to be blind as well, else he would have noted something wrong in these two entries which stand in adjoining lines:

	bags	value
London.....	2,750	71,550\$000
Southampton..	3,742	71,397\$360

If there is any reason why 3,742 bags of coffee should be worth 152\$640 less than 2,750 bags, we should be informed of it, else we must believe that the *Journal's* commercial editor is blind, or that he would have us believe that 992 bags at 195080 per bag is worth just 152\$40 less than nothing.

Besides the dispatches of coffee, these inexcusable errors are to be found in all the other statistical work of the *Journal*. In the matter of coffee receipts, which is of prime importance to the trade, we find the same careless compilation. For the purpose of insuring correctness in our own reports, we are accustomed to compare them with those of the daily papers, and in this manner the *Journal's* vagaries are brought constantly to notice. The following is a sample. For the first four days of the present month the receipts of coffee were given correctly by both the *Journal* and *Globo* as follows:

	D.P.H.R.R.	Coastwise	inland, by
Kilos.....	1,671,019	569,820	455,400

Then came the receipts for the 5th, which were also given correctly as follows:

	D.P.H.R.R.	Coastwise	inland, by
Kilos.....	385,980	2,520	28,620

A very simple process of addition was then necessary to obtain the total for the five days. Comparing our own results and those of the *Globo*, which are exactly the same, with those of the *Journal*, we find the following differences:

	D.P.H.R.R.	Coastwise	inland, by
Total for 4 days, kilos	1,671,019	569,820	455,400
Receipts on 5th, "	385,980	2,520	28,620

	News and Globe		
<i>Journal do Commercio</i>	2,056,999	572,340	484,020
<i>Journal do Commercio</i>	1,639,941	564,180	359,220
<i>Journal's error</i>	417,058	8,160	124,800

Or a total error for one day of 559,018 kilos.

This makes an error in the receipts of one day of 9,167 bags—a matter of much importance in the calculations of mercantile

men. If the *Journal* wishes to be considered an authority in commercial matters, it has no right whatever to publish such wretched work. It is simply a disgrace to the paper, and an imposition on the public. If, however, the *Journal's* commercial editor has struck out in a new line of humor, we are perfectly willing to give him all the credit he desires, and will at once dub him as the funniest mathematician living. The question is: Which shall we choose?

NEW SOUTH WALES.

At a meeting of the New York Chamber of Commerce on the 15th February, the prime minister of New South Wales, Australia, Sir Henry Parkes, made the following address upon the character, resources and products of that country, as reported by the New York *World*:

"There is still a great deal of confusion in the American mind about the Australian continent. I have heard them confounded one with another, and have heard myself designated as a minister to Australia, forgetting that there are six distinct countries, each separate from the other in all its relations, in that part of the world known under the general head of Australia. We have on our own continent the whole colony of New South Wales, which embraces the first landing of the English people in that then unknown country, and it was for many years the settlement known all over the world as Botany Bay. It was an old English settlement in Australia, which still exists within a few miles of the city of Sydney. Even when I first became acquainted with Australia forty-two years ago, the colony of New South Wales embraced the whole country which is now occupied by Victoria and Queensland.

The population of this enormous territory at the time I arrived in Sydney was only 114,000; that is, the free colony of New South Wales in 1839 embraced a population of only 114,000. What is now the area of these colonies had in the last year a population of 1,668,341. In 1851 the southern part of New South Wales was created into the colony of Victoria, of which you have heard a great deal. A few years subsequently a large portion of the northern part of our territory was created into the colony of Queensland, and the population of 1,668,341 is now divided into the three colonies of New South Wales, Victoria and Queensland.

New South Wales contains an area of 310,000 square miles, as large as France and Great Britain put together. Victoria contains 7,884 square miles. Queensland contains 669,520 square miles, and is twice as large as New South Wales and four times as large as Victoria. Besides these three colonies there are several other colonies known as South Australia, and on the western side of the continent another known as Western Australia, and on the strait, opposite the shores of Victoria, there is one island known as Tasmania, formerly Van Diemen's Land. The six colonies which constitute Australia have each a separate government and authority and separate institutions. Western Australia is inhabited by only 29,000 people, and until a few years ago was a penal settlement, but that is now entirely terminated. Western Australia is what we call a crown colony; in other words is governed by the imperial authorities in England, which send to it all its officers. With this exception all of the colonies are under parliamentary government.

New South Wales covers nine degrees of latitude and has a coast line of 800 miles. Our greatest length is 900 miles and greatest breadth about 850 miles. Thirty to fifty miles from the coast is a chain of rather formidable mountains known as the Blue Mountains, from which fourteen rivers flow to the sea. Some of these rivers are navigable for a considerable distance and all are navigable for a distance of fifty or one hundred miles. On the northern river lands every kind of tropical product can be raised. The cultivation of sugarcane has sprung up within a few years, and is now carried on to advantage, with large investments of capital not only in Queensland but on the northern rivers of New South Wales. In other portions of our territory we have some of the finest wheat lands that can be found anywhere, though they are limited in extent and confined to particular localities. Then we have unrivalled pasture lands.

One gentleman, an acquaintance of my own, is the owner of 300,000 head of horned cattle and not less than 1,250,000 sheep. I believe that he is the largest owner of horned cattle on the face of the earth. The total number of sheep owned by New South Wales is little short of 40,000,000. In the last year there were exported, according to the published statistics, 154,875,832 pounds of wool of the value of £8,040,625 sterling. The production of wool throughout the world in 1880 was 1,767,000,000 pounds. Besides sheep the stock-owners in New South Wales possessed at the end of 1880 2,580,040 head of horned cattle, and of this number, as I have just stated, one person possessed more than 300,000.

To illustrate the rapid growth of this one colony, the revenue for the last year down to the 31st of December closely approached £6,500,000. During the last year there was an expenditure of £5,157,113, leaving £1,190,633 surplus, or money that we did not know what to do with, which, I think—I speak under correction—is a larger surplus than any other country in the world, according to population.

All of the colonies have gone largely into the construction of railways. They are all constructed by the governments and carried on by the governments, for in our country no private person would be allowed to construct a railway. In New South Wales we had according to the last statistics 849 miles open and 456 miles under construction, some portions of which have been opened since and all of which will be opened in a year or eighteen months, making altogether 1,305 miles of railway, which with a small population and over a very difficult country—for our lines run across the mountains—is not creditable to our energies. The most formidable of all as to distance is between Melbourne, the capital of Victoria, and Sidney, a distance little short of 700 miles. We now have a railway to the border, four miles of which is over a river, and direct communication between the cities of Sidney, with its 220,000 inhabitants, and Melbourne, with its 260,000 inhabitants. Of the railways constructed with conditions of great commercial success, this between Sidney and Melbourne is the only one. All the other railways more or less, go from some large city, as from Sidney for example, into the country. Therefore, though there is a great out-flow from the metropolis, there cannot be any great inflow from the other end, and the railway system is not profitable.

The total volume of the exports and imports of New South Wales in 1880 was £29,475,213, or at the rate of £40 18s. 8d. per head of the whole population. It is no part of my duty, and certainly very unbecoming to my tastes, to even touch upon any question that would be open to controversy, but in speaking of New South Wales and its general policy, I may say that the colony has never levied a duty for protection. We don't pretend to have a tariff on any scientific basis, but we have never for a single moment attempted, nor do I think there has been a time when the parliament would have assented to legislation for the purposes of protection. Hence the ports of our country are open to the manufacturers of America in every instance. I think there is a duty of 6 pence a gallon on kerosene, but with this exception our ports are entirely open to all the world. Our neighbors in Victoria have formally established a system of protection for the sake of building up their manufactures, and some of the duties are very high. She has established a protective tariff which has certainly given offense to influential parties in the mother country, and which I think is not at all in accord with the views of the imperial government. We who are separated from Victoria only by a narrow stream over which stones might be thrown, have never once imposed a duty for the purpose of protection. Practically we are a free-trade country. I must allow the gentlemen who feel an interest in the subject to draw their own conclusions as to which of these colonies has pursued the wiser course. From one circumstance or another—I don't say it is because of free trade—we certainly are the more prosperous and have made the greatest advance in population and wealth."

The statistics of the Queensland sugar industry for the season 1880-1 have been given as follows:—Extent of land under cane, 17,521 acres; area of cane crushed, 12,306 acres; sugar produced, 15,564 tons; average yield of sugar per acre, 1 ton 4 cwt. 1 quarter 5 lbs.; molasses produced, 602,792 gallons; rum distilled, 201,111 gallons; sugar exported, 7,721 tons; rum exported, 68,792 gallons; 83 sugar mills and 9 distilleries. These figures show an increase of 3,326 acres in the area devoted to the cultivation of sugar cane, and a decrease in the yield of 3,150 tons of sugar, the falling off being attributable to the exceptional severity of the frosts, many acres of cane being entirely destroyed thereby.

THE census statistics relating to the manufacture of agricultural implements show that in the United States there were, in 1880, 1,942 establishments engaged in their production. During the year there were 49,186 persons employed, and the total value of all products was \$68,573,086. In commenting on these figures the *Industrial World*, of Chicago, remarks that they appear to establish two things: First, that there is a closer relation between the agricultural and manufacturing world than many think, and the more farmers rely upon machinery in their work the closer will that relation become; strong reasons are thus furnished for enlarging the field of the Agricultural Bureau. Second, that the introduction of machinery does not diminish the demand for labor. There is an industry which was scarcely known fifty years ago and which pays to a large number of workmen employed an average of more than three hundred dollars a year.

PROVINCIAL NOTES

—The Biblioteca Provincial de Pernambuco contains a collection of 2,339 volumes.

—The late minister of marine, Counselor Paula Souza, was defeated by 11 votes in the 4th São Paulo district.

—Mail advices from Uruguay, Rio Grande do Sul, of the 1st ult., state that the Rio Uruguay had fallen so much as to render navigation from that place down to Caseros and Santa Rosa very difficult.

—The provincial assembly of Espírito Santo has adopted a representation to the imperial government in which it is urged that the Brazilian coasting steamers should make Victoria one of their regular ports of call in their tri-monthly voyages.

—The municipal council of Rio Grande has decided to accept Sr. C. C. Rheinaght's project for the founding of a leprosy asylum, and upon the conditions proposed. It is to be hoped that the effort will be more successful than that of Rio de Janeiro.

—The Pernambuco provincial assembly is discussing a project which authorizes the municipal council of Pernambuco to co-operate in supplying that city with fresh beef, the price of which must not exceed 480 reis per kilo. The bill expends 30,000\$ to aid this co-operation.

—On account of the emancipation fund 73 slaves have recently been liberated at Cachoeira, Bahia, at a cost to the fund of 37,566\$740, and to the savings funds of the slaves themselves of 2,100\$. This makes a total of 1,322 slaves freed in the province since the establishment of this fund.

—Counterfeit 20\$ notes of the '62 estampa, 9\$ serie, and also of the '62 estampa, 8\$ serie, have appeared in some interior localities. The false notes are printed on cotton paper, and lack the water marks of the originals. The designs are produced by a photographic process, which are easily detected by cyanotype of potassium.

—The *Atleta* of Rio Grande, of the 29th ult., notes with a sigh of relief, "the packets *São Grande* from Montevideo and the *Ceresinas* from the capital have to-day finally crossed the bar. The first was anchored outside seven days, and the second four days, having on board a considerable number of immigrants." And yet the merchants feel little or no anxiety about the bar—much less even than about the coming transit of Venus!

—The difficulty between the city council of Campos and Mr. William Scully, the proprietor of the gas works of that city, has finally resulted in a stoppage of the gas supply by the latter, and in the smashing of the street lamps by the people. The people have returned to the use of kerosene, while awaiting the acquisition of machinery and apparatus for lighting the city by electricity. The appreciation of Mr. Scully's "public spirit" seems to be at a low ebb in Campos.

—On the 10th ult. two men, an Italian and Uruguayan, got into a hot dispute at a *venta* at Jaguarão, Rio Grande do Sul. Finally the Italian drew a double-barreled pistol and began to threaten his adversary. The Uruguayan, a young man, put his hand on the pistol in remonstrance, when it was accidentally discharged and his hand was so badly shattered that amputation became necessary. The police delegado then held an investigation and decided that it was purely accidental.

—The March receipts of the Aracaju custom house, Sergipe, amounted to 58,682\$961. The receipts for the quarter, as compared with last year, were as follows:

	1882	1881
January.....	53,690\$813	34,668\$413
February.....	44,671 293	27,730 694
March.....	85,682 961	69,990 343
	184,045 667	132,499 652

The total receipts for the fiscal year 1879-80 were 210,223\$760, for 1880-81 421,853\$703, and for the half year ending December 31, 1881, 134,602\$815.

—We have received the following item from a well-known gentleman of Rio Grande, whose standing in that place entitles his statement to all credit:

—Mr. Leon Bergman has been summarily dismissed by his government as vice-consul of Holland at Rio Grande do Sul. The notice of his dismissal was transmitted to him by the English consul, Alexander Gollan, Esq., who was requested by the Dutch government to take immediate possession of the archives of said consulate, which he did within twenty-four hours after the official papers reached him. The action of the Dutch government has given great satisfaction to the commercial community at Rio Grande who have often complained of certain acts of Mr. Bergman, especially in regard to the excessive costs of general average cases of Dutch vessels; also the insurance companies have often expressed their dissatisfaction for corresponding charges. Mr. Bergman is still acting as vice-consul for Belgium.

—The Santa Leopoldina colony of Espírito Santo has been emancipated from colonial government.

—The sugar crop this year in the province of Rio Grande do Norte is reported to be better than last year.

—The provincial assembly of Rio Grande do Sul has adopted a project for the construction of stone quays at Pelotas.

—The steaming packet *Rio de Janeiro* crossed the Rio Grande bar on the 10th inst., after a delay of a little over two days.

—Complaints of careless and criminal postal administration are coming in from all parts of the country.

—The *Monitor Completo* announces that the lighting of that city by electricity will be realized in about two months.

—The number of centranians now turning up throughout the provinces is something marvellous. There seems to be a serious epidemic of them.

—The *Diário da Manhã* of São Paulo says that fraud was employed to defeat the ministerial candidate in the recent election in the 4th district of that province.

—The city of Rio Grande has asked the provincial assembly of Rio Grande do Sul for an authorization in honor 20,000\$ at 8% for continuing its street pavement in the railway station.

—A landslide at the fort on the Marro de São Paulo, Bahia, on the 20th ult., buried about 10 meters of the walls, causing great damage. Steps were at once taken to repair the injury.

—The April receipts of the São Paulo postoffice were 6,539\$810 for the city and 28,262\$010 for the whole province, against 5,449\$510 and 25,612\$170 respectively for the same month of last year.

—The *Insourso*, of Vassouras, says that 10 us far 94 slaves have been freed in that municipality through the emancipation fund, at a total cost of 95,698\$. Of these 54 were freed at the first distribution, and 40 at the second.

—An octogenarian, named Francisco, was murdered by his wife and son-in-law at Bom Sucesso, São Paulo, on the 29th ult. The body was afterwards thrown into the Rio Paranaquema with a stone tied to the neck. The murderers have been arrested.

—The April receipts of sugar and cotton at Pernambuco were as follows:

	1882	1881
Sugar.....	18,302 bags	11,594 bags
Cotton.....	122,639 sacks	181,187 sacks

—The *juiz dos feitos da fazenda* of Paraná reports to the president of that province that the revenue collections are in great confusion, and that the amounts now will now exceed 70,000\$. The president has given orders to have the matter investigated.

—The total debt of the province of Rio de Janeiro at the close of 1881 was 15,093,670\$, of which 8,128,000\$ is funded, 6,834,870\$ is indebtedness in the Baía de Nova Friburgo for the purchase of the Catagallo railway, 100,000\$ is due to the Banco do Brasil, and 3,328,00\$ to various private parties.

—According to the Campos gas contract, the gas works incur a fine of 2\$200 per night for every lamp not lighted, which amounts to a total of 330\$ for the whole city. As the city council proposes to collect this in gold, it amounts to a very comfortable little fine.

—The April receipts of the Pernambuco customs departments were as follows:

	April, 1882	1881
Custom house.....	831,100\$787	938,327\$032
Recebe-hois.....	78,482\$185	82,455\$585
Consulados.....	172,914\$351	238,297\$405

—Under the last distribution of the emancipation fund, 23 slaves have been liberated at Magé and 8 at Macaé. This makes a total of 1,794 in the province of Rio de Janeiro since the passage of the law of 1871. The total expense to the fund for these liberations has been 1,746,969\$116, to which the slave-holders added 23,384\$957 from their own private savings.

—The president of the province of Pernambuco signed a contract on the 27th ult. with Sir. Francisco Gonçalves Netto and three others for the incorporation of a joint-stock company with a capital of 500,000\$ for the purpose of supplying the city of Pernambuco with fresh meat. The province concedes a guarantee of 7 per cent. per annum upon this capital.

—It is reported from the province of Pernambuco that the sugar cane disease which has afflicted that province during the past four years, is steadily increasing, instead of diminishing. The planters state that the new plants received through the government have resulted well, but the industry at large derives little benefit from it because of the limited supply. They want more help.

—The March receipts of the Natal, Rio Grande do Norte, custom house amounted to 21,855\$453, and of the 3 per cent. additional tax 3,131\$179.

—A subscription opened in Pernambuco for the families of the officers and crew lost on the Royal Mail packet *Douro*, amounted to 2,535\$ on the 4th instant.

—The goods abandoned by the master of the American bark *Z. Joffe Southard*, wrecked on the coast of Rio Grande do Norte, were sold at auction at Maracajá on the 22nd ult.

—A telephone line between the city of Vassouras and its station on the Dom Pedro II railway was formally inaugurated on the 7th inst. The line was constructed by the Telephone Company of Brazil.

—The last *relatório* of the Alagoas provincial treasury, presented to the assembly on the 16th ult., reports a deficit of 23,000\$, which it is feared will be increased to 200,000\$ when the accounts are all in.

—After an interval of three years there will be a meeting of the provincial assembly of Rio Grande do Norte some time this month. This is one of the most remarkable instances of oratorical self-denial on record.

—There was considerable excitement at Casa Branca, province of São Paulo, during the first days of the month, because of difficulties between the municipal judge, the police *delegado*, and the people. The chief of police of the province left São Paulo for the scene of disturbance on the 7th.

—In the case of the São Paulo gas company, which appealed from the decision of the sub-treasury authorities in the matter of taxing their dividends, the minister of finance has affirmed the previous decision and states that foreign companies are subject to Brazilian imports. This means double taxation on some companies.

—On the 30th ult. judgment was pronounced upon Bonifácio Borges, at Cunha, São Paulo, for the murder of his brother on the 23rd June, 1882. The sentence was 12 years of hard labor, from which an appeal was taken. If Borges can only put off the penalty just a little longer, he will probably escape it altogether.

—A committee from the orchestra of the S. João theatre, Bahia, called upon the president of the province on the 2nd inst. and asked that the police band should not continue to furnish music gratuitously in that theatre, to the prejudice of those who earned their living from this employment. The president, Counselor Pedro Luiz, asked the committee to make their representation in writing. The public should seek to know at the same time how it is that the services of a band which is supported at public expense, are gratuitously given in a private enterprise.

—The "Cluh Macarroni" of Campos denies that it had anything to do with the disturbance of the 5th inst. which was provoked by the street distribution of lanterns with little tallow candles. The "directory" of that club asserts the public that when it feels moved to any such proceeding "it assumes the responsibility of its act, and knows how preserve such an attitude that it has little or no fear of any aggression." The "directory" also reminds the public that "the Macaronis have fought, but have never run"—from which it is to be inferred that they are accustomed to lie with their faces to the enemy. There's heroism in that which even a little tallow candle can not overcome!

—An extraordinary session of the municipal council of Campos was held on the 6th instant to take into consideration the sudden stoppage of the gas supply on the evening of the 4th by the representative of William Scully, the proprietor of the gas works. A proposal was presented by Dr. Abranega Pinto, which was unanimously adopted, to the effect that this proceeding of Mr. Scully was a violation of the contract existing between him and the city, and that it was not only a disrespect but an insult to both the council and the whole population. It was therefore resolved: 1st, that the council considers the contract with William Scully as rescinded; 2nd, that the council pay William Scully, in preference to all other payments, what is due him for the supply of gas up to the evening when suspended; 3rd, that there be deducted from this payment all fines incurred by William Scully for the violation of his contract; 4th, that this discount be made in the same kind of money which the council has been obliged to pay—that is, in gold; 5th, that the council order William Scully or his representative, through their respective fiscals, to remove all lamp-posts, sconces and lamps within the period of five days, under penalty of having them removed by the council at his cost, which will be deducted from the payments due; 6th that a special commission be appointed to provide for the illumination of the city. The "public spirit" of the Campos city council is positively refreshing. They really seem to be protecting the poor man from being "exploited."

RAILROAD NOTES

—The Telephone Company of Brazil opened a line on the Pirahyense railway on the 5th inst.

—The February receipts of the Estaturé railway were 51,848\$122, and the expenses 22,130\$377.

—The Bahia Central railway is now opened to Tapera, an extension of 84 kilometers. This is one-third of the total extension—257 kilometers.

—A letter from Rio Grande do Norte of the 22nd ult. says that the "Xatal a Nora Cruz" railway is completed to within ten kilometers of its terminal point.

—The total March receipts of the Paulista railway of São Paulo were 243,000\$070, and the expenditures 63,692\$730. This makes a total of 500,461\$035 in receipts, and 188,663\$490 in expenditures for the quarter, leaving a surplus of 401,797\$543.

—The total receipts of the "Recife ao Limoeiro" railway, Pernambuco, during the month of March amounted to 26,025\$470, and the expenditures to 22,356\$480, leaving a surplus of 3,668\$990. The number of passengers carried was 3,142 upon whose fares a tax of 1,193\$ was collected.

—A provincial deputy of Bahia, Sr. Manoel Goes, stated in the provincial assembly on the 3rd inst. that there had been expended 1,700,000\$ upon barely a league and a half of the Santo Amaro railway. He asked the provincial government for information upon the management of that line.

—The construction of the "Bahia e Minas" railway is being carried forward rapidly. The road bed is now completed for a distance of 130 kilometers from Caravelas, and the rails have been laid over an extension of 70 kilometers. The contractors are employing two locomotives in the transport of material.

—An emotional railway exhibition is announced to be held in the Prater, Vienna, in 1884. It will be under the immediate patronage of the German minister of commerce, and will be similar to the one projected at Berlin, but abandoned because the German government declined to grant the necessary aid.

—In response to the protest of Hackheuser & Meyer against the decision of the department of agriculture not to accept any of the tenders for the projected Copacabana tramway line, the minister of agriculture has notified that firm that as their proposal was received on the 31st of March when it had been duly advertised that the time for receiving them would close on the 30th, there is therefore no ground for their protest.

—According to the *relatório* of the "Oeste de Minas" railway recently published, the receipts of that line during the last two months of 1881 were 160,585\$490, and the expenditures 127,219\$860, leaving a balance of 33,366\$880. The total extension of the line from São Paulo (Dom Pedro II R.R.) to S. João d'El-Rey is 100 kilometers, and its total cost thus far is given in the report as 2,071,697\$059, with an estimated expenditure of 114,000\$ yet to make. The capital of the company as fixed in its statutes is 1,200,000\$.

From the New York Commercial Bulletin, March 9.

FREE LABOR AND SMALL FARMING.

Brazil presents the curious spectacle of a great agricultural country which supplies the rest of the world with coffee, hides, and a few other commodities, but is obliged at the same time to import a large proportion of the food products which are consumed by its own people. The slave system and the great plantations are in a measure responsible for this. Next to the abolition of slavery and the introduction of free labor—things which must come in the course of time—the readiest remedy just now would be the encouragement of small farming throughout the empire. The subject is attracting the attention of thinking minds in the provincial assembly, and it was but the other day that a leading member of that body appealed to the good sense of government and people alike by submitting a list of food products which they had been compelled to import during the year 1880, all of which could be produced at home through the employment of small farming. The list is as follows:

	Quantity.	Approx. value.
Rice, bags.....	193,878	1,764,082\$
Lard, pkgs.....	101,344	1,217,568
Irish potatoes, pkgs.....	227,777	445,534
Onions, pkgs.....	105,676	634,056
Bran, bags.....	58,588	117,176
Beans, bags.....	29,343	234,744
Corn, bags.....	103,597	414,028
Batter, pkgs.....	36,567	4,408,049
		9,235,248\$

In order to have small farming, however, it is necessary to have a class of farmers outside and quite distinct from those of the great plantations. How are these to be obtained? We suspect it would be quite as difficult to transform a planta-

tion hand into a gardener, or a small farmer, as it was to effect a similar transformation in a Southern field hand on the cotton, rice and sugar plantations of the Carolinas, Mississippi and Louisiana when negro slavery in the United States was the rule. Free labor is indispensable in any successful system of small farming. It can never, from the nature of things, be brought about under a condition of involuntary servitude. If foreign immigration is suggested, the answer is that free men cannot be, and never could be, induced to settle in a slave country. Our American experiences in that respect ought to be worth something to Brazilian statesmen and publicists who are endeavoring to deal with the problems which confront them under such a condition of society. Our former slave states, it is well known, were never able to tempt the European immigration to any considerable extent; but since emancipation many of those states, especially Texas, Tennessee, Kentucky and Missouri, in that respect have accomplished wonders. The truth is, the small farmer is an impossibility along with the slave, and until the Brazilians accept the policy of emancipation their industrial system will be exposed to the same disadvantages as regards labor which at present exist. There has been no lack of effort one way and another, to induce European immigration, but it has not been attended with encouraging results. On the other hand, it is well known that the free countries of the La Plata in this respect have been remarkably successful. A vast accession of skilled and unskilled labor, not only from Germany, but from the Mediterranean countries, has been received by the Argentine Republic within the few years past, and this has already proved of vast benefit in all that region in developing not only agriculture, but a wide range of industries which has added immensely to their commercial importance. The ports of Brazil have been passed by for Buenos Ayres and Montevideo, and the human current we suspect will continue to follow the same track until a change of policy on the part of the government of the former country effects a change in the existing political, social and economic conditions.

BEHIND THE SCENES.

In view of the present state of the weather and the unusual quantity of ozone in the atmosphere, the following little extract from Bill Nye's *Bumming* will be eminently appropriate. It was written to illustrate the peculiarities of a very considerable body of newspaper editors, whose disinterested virtue and spontaneous use of the English language have made them all eminent and influential. The letter is a sample of what an untarnished, independent editor might write to a soulless railway corporation.

OFFICE OF FREEDOM'S BUCKLE HORN,
WAHOO, N.E.B., February 22, 1882.

To Hon. J. Q. A. Gull, General Passenger and Ticket Agent J. L. M. C. R. O. W. R. P. Chica, 23, Ill.

I have addressed you at this moment for the purpose of ascertaining your mental convictions relative to an annual pass over your voluptuous line. It will occur to you instantly that, with the enormous power in my hands, something should be done at once to muzzle and subvert me. The *Buckle Horn* stands upon the pinnacle of pure and untarnished independence. Her clarion notes are even heard above the din of war and in favor of the poor, the down-trodden, and the oppressed. Still it is my solemn duty to foster and encourage a few poor and deserving monopolies. I have already taken your road and, so speak, placed it upon its feet. Time and again I have closed my eyes to unpleasant facts relative to your line, because I did not wish to crush a young and growing industry. Last fall you had a washout at Jim-town which was criminally inexcusable in its character, but I passed silently over the occurrence in order that you might redeem yourself. One of your conductors, an overgrown, bald-headed pelican from Laramie, a man of no literary ability and who could not write a poem to save his measly polluted soul from perdition, once started the train out of Wahoo when I was within one-quarter of a mile of the depot and left me gazing thoughtfully down the track with a 150 pound hand trunk to carry back home with me. Another time when my pass and pocket had expired at about the same moment and I undertook to travel on my voluptuous shape, a red-headed conductor whose soul has never walked upon the sandy hills of potent genius caught me by the bosom of my pants and furiously ejected me from the train while it was in motion, and with such vigor and enthusiasm that I rolled down an embankment 100 feet with frightful rapidity and loss of life. A large bottle of tansy and sweet spirit near my prayer, which I had concealed about by person to keep off malaria and rattlesnakes, was frightfully crushed and segregated. Besides all this my feelings were hurt and outraged, and so was the portico of my pantaloons. I hushed these matters up. I kept them out of the papers so far as possible in order that your

soulless corporation might have a new lease of life. I now ask you whether in view of this you will or will not stand in the pathway of your company's success. Will you refuse me a pass and call down upon yourself the avalanche of my burning wrath, or will you grant me an annual, and open up such an era of prosperity for the J. L. M. C. R. O. W. railway as it never before knew? Do you want the aid and encouragement of the *Buckle Horn* and success, or do you want its opposition and a pauper's grave beneath the blue-eyed Johnny jump-ups in the valley? Should you enclose the pass I would be very grateful to you for any little suggestions during the year as to what my fearless and outspoken opinion should be relative to your company. Hoping to hear from you favorably in the contiguous ultimately, I beg leave to wish you a very pleasant *bon voyage*. Very sincerely yours,

ENTRANCE RATES.

Monitor of Public Sentiment.

LOCAL NOTES.

—This far the deputies have subscribed 2,000\$ toward Julius Caesar's aerial ship.

—The Chamber of Deputies has finally approved the supplementary credit for the over-lake subscription to the American steamship line.

—A cable dispatch from Berlin on the 9th inst. announces that the German Reichstag has ratified the consular treaty between Germany and Brazil.

—We are indebted to the Club Guanabarensis and the various other societies interested in the centenary celebrations of the Marquis de Pombal, for their courteous attention and invitations.

—The minister of marine, Conde de Benta Francisco de Paula Souza, who was recently defeated in the 4th São Paulo district, resigned his portfolio on the 6th inst. The prime minister has filled the vacancy by the nomination of Deputy Antonio Carneiro da Rocha, whose re-election will be assured by Senator Dantas.

—According to telegrams from Montevideo on the 9th inst., the relations between the Spanish and Uruguayan governments over the torture and murder of Calles had nearly reached a state of open rupture. The Spanish minister had presented his ultimatum, and was prepared to withdraw from the Uruguayan capital at any moment.

—The regatta on Botafogo bay on the 18th inst. and the evening illumination promises to be the best part thus far of the Pombal celebration. There will be a very large number of people in attendance, notwithstanding the lamented disclosures which our contemporary has given of the grasping policy of the Botanical Garden company.

—The semi-monthly bulletin of the board of health gives the number of deaths in this city during the last half of April at 426, of which 8 were from yellow fever, and 78 from consumption. The number of still births was 25, and of violent deaths 7. The average rate was 28.4 a day, which is equivalent to an annual average of 31.9 per thousand.

—The city press has called attention to the failure of the city treasury to redeem some 85,000\$ of city bonds, which should have been done on the first of April. Although the balance sheets of the municipal treasury show a large balance on hand, the money does not seem to be forthcoming. There may be something in this which makes the city council so anxious for a new loan.

—Carlos Augusto de Oliveira appeared before a jury on the 9th inst. charged with breaking into an office on the 29th of May, 1881, and stealing books which he afterwards sold in Rua S. José. He was caught red-handed. He explained that he had received the books from an old friend to sell, and after having sold them he was unjustly imprisoned. The jury—innocent souls!—hurled the story and discharged him.

—We are indebted to the directors of the Gabinete Portuguez de Leitura of this city for a copy of their *Relatório* for the year 1881, which in matter and workmanship is one of the finest reports which we have thus far seen. It is in every respect a model of good taste and superior typography. It shows the society to be in an excellent condition, and with exceptionally flattering prospects for the future—a state of affairs which can not fail to inspire general satisfaction.

—There seems to be a great variety of opinion over the grand Pombal centenary manifestation on the night of the 8th inst. The high price of admission prevented a full house, and then the insufferably long prosy oration of Deputy Ray Barbosa soon drove many spectators away. Every part in the programme seemed to have been intended for an evening's entertainment, and the result was, as is usually the case with these amateur medleys, that the patient people were out in the wee small hours.

—Deputy Martin Francisco, of São Paulo, has introduced a bill into the Chamber to elevate the Santos custom house to a first-class grade.

—The regatta and evening illumination on Botafogo bay, which was to have taken place on the 14th inst., has been postponed to Thursday, the 18th.

—The Emperor bestowed the title of "*comendador*" on the new minister of marine, Deputy Antonio Carneiro da Rocha, by an imperial decree of the 6th inst.

—Both houses of the United States Congress have passed the bill abolishing the discriminating duty on coffee produced in countries east of the Cape of Good Hope.

—The important question in business circles to-day is: who pays for the expenses of illuminating the Jardim da Aclamação on the evening of the 11th inst.? The expenses were incurred by some societies on the government's assurance that an admission fee could be charged, which permission was withdrawn at the last moment.

—The illumination of the Jardim da Aclamação on the evening of the 11th inst. was in nearly every respect a pleasing success. There was a lack of sufficient light in many parts of the garden, and the concentration of seats at the center where they were chiefly used to stand upon, was a mistake; but upon the whole the arrangement of lights was tastefully made and contributed very largely to the attractions of the evening.

—We are indebted to Messrs C. P. Mackie & Co. for a copy of a new publication entitled *Livro de Instruções*, which is issued in Portuguese by the Westinghouse Air Brake Co. This little work is designed to give the general public, as well as railway men, a correct idea of the Westinghouse brake and its use. As such it is sure to be highly appreciated, and will form a valuable addition to the railway literature of this country.

—The documents thus far published in the Rio S. Pedro de Appropriation case, including the decisions, statements and legal opinions, have been lately collected together and published in a small folio under the title of *Agenda do Rio de S. Pedro: Algumas Pistas do Processo de Desapropriação*. The book contains the full legal history of the case and will be invaluable to those who would know the intricacies and processes of a case in which the government appears as an interested party.

—Owing to the contract between the municipal council and Nunes de Oliveira & Co. which obliges the cattle merchants at Santa Cruz to have all their animals weighed by the latter, and branded, before having them slaughtered, there was only one animal killed on the 6th inst. The merchants very justly refused to submit to the shameful extortion, and in face of a sudden failure in the meat supply the council was obliged to submit. Nunes de Oliveira & Co. are now protesting against the killing of animals without their weighing fees.

—A telegram from Rio Grande on the 9th inst. announced that the coasting steamer *Rio de Janeiro* had arrived off the bar on the day previous but could not cross because of low water. The steamer had signalled for a steam tug to come out after passengers and mails, which was not forthcoming because of the roughness of the sea on the bar. It was thought that the steamer would proceed on her voyage to Montevideo without further delay. And yet, nothing is done by the government toward affording relief for this wretched state of the Rio Grande bar! One of the pilot officials of that port now says "there is no channel; it is all bar!"

—Through the interference of a foreign mercantile house of this city a quantity of falsified wine, with counterfeited brands on the barrels, was discovered and apprehended on the Trapiche Cleto on the 8th inst. The liquor was ready for shipment on the coasting steamer *Bahia*. After all the protection and praises which have been lavished upon this business, under the designation of a "national industry," it seems wholly out of place to subject it to a police seizure. Protection and encouragement has been repeatedly asked for this industry, and the factories are well known. Honest men of course will be pleased at the seizure, but the authorities are not improving their situation through it.

—By a decree of 6th inst. the government approves an act of the legislature for the settlement of bankrupt cases by compromise. It provides that a majority of creditors present is sufficient to make the compromise valid providing they represent an aggregate of two-thirds of the obligations; that creditors can be represented by specially authorized agents, representatives, or overseers of creditors can take part in the deliberations in behalf of their principals; that the compromise may include the abandonment of all or a part of the assets, subject to the law governing such cases; and that any creditor who shall compound his claims or make an arrangement specially advantageous to himself, shall forfeit his rights to the benefits of the arrangement and the amount of his claim.

—We go to press for this issue on the 13th.

—The Santos postoffice is complaining of a lack of postage stamps. Can it be that the Mint is unable to meet the demand?

—The chief of police has ordered the dismissal of Sebastião de Campos Suzano for having assisted a gang of *capangas* in a raid on the night of the 10th inst.

—A burglar entered the Hotel Magini some time during the morning of the 10th inst. and robbed a till of 200\$. These burglaries are of nightly occurrence throughout the whole city.

—An assassination took place at Caxandara on the evening of the 9th inst., Pedro Maria da Costa Fortinho being shot and instantly killed by Joaquim Rodrigues Alves. The assassin was captured soon after.

—An imperial decree of the 6th inst. extends the time one year for the completion of the central line of Igarapé-mirim, Pará, for which the Empresa Assueteira de Pará holds a privilege and government guarantee.

—There seems to have been some trouble in Portugal over the Pombal festivities, the priests—good souls!—feeling offended at the honors paid to an enemy. It would seem that the church neither forgives, nor forgets.

—Among the police arrests on the 9th inst. was one named Manoel de Souza Dantas, who is accused of assault and battery. It is but strict justice to say that the eminent senator from Bahia is not the Dantas in question; the criminal belongs to another family.

—The receipts of the Pombal demonstration at the Campo Sant'Anna on the evening of the 11th inst. were intended for the Lyceu de Artes e Officinas. A question was raised by some members of parliament, who have been quite content to see a private person pay for the preservation of the garden, and the admission fee was dropped. The receipts by subscription are not yet announced.

—A Senate commission composed of Senators Teixeira Junior and Corrêa has reported in favor of discharging the ex-treasurer of state lotteries, Saturnino Ferreira da Veiga, from all responsibility in the little deficit of 270,000\$ in his accounts, for which he was arrested and his property seized when Senator Silveira Martins was minister of finance. The commission also recommends the restoration of the property seized, and the discharge of the accused from his indebtedness to the state. To secure this, the ex-treasurer accuses his predecessor—his own father—of the crime, and complains that money was stolen by his employees.

—Rear-Admiral John C. Febiger, of the United States navy, was lately appointed the command of the South Atlantic squadron in the place of Rear-Admiral James H. Spots, deceased. Admiral Spots died of apoplexy at Port Stanley, Falkland Islands, on the 9th of March, and was buried there. His total sea service exceeded twenty-two years. Admiral Febiger has since asked to be relieved from the command of the South Atlantic squadron, and to be placed on the retired list on July 1st, to which the secretary of the navy has assented. Commodore Pierce Crosby, who has been promoted to the vacancy caused by the death of Admiral Spots, has been ordered to the South Atlantic command.

—The budget for the department of empire, now in third reading in the Chamber, appropriates 322,000\$ for the salaries of senators, 732,000\$ for the salaries of deputies, 48,000\$ for the Council of State (an extra-official body), 798,000\$ for the established church, 99,250\$ for the episcopal seminaries, 198,080\$ for the Polytechnic School of this city with an additional sum of 104,799\$500 for its business office and museums, 1,068,027\$ for primary and superior instruction in this city, 68,800\$500 for the National Museum, 85,000\$ for the industrial schools of Rio de Janeiro, Bahia and Pernambuco, 600,000\$ for public relief and sanitary measures, and 750,000\$ for the public buildings in this department, such as presidential and episcopal palaces, department buildings, seminaries, cathedrals, schools, asylums, etc.

—We are indebted to the directors of the Companhia Cantareira e Fagotos, of São Paulo, for their *relatório* presented to a general meeting of shareholders on the 30th ult. The report states that the Cantareira reservoirs have not yet been completed, because of the continued rains in the mountains, but that they will be completed with the close of the current year. A provisional arrangement has been made, however, for the supply of water through the mains long since completed. The two Consolidação reservoirs are now nearly completed, the street mains, with one small exception, have been laid, and the public fountains have been erected in the places designated by the government. The drainage works are also in an advanced stage, and in the engineer's opinion will be completed with the current year. The March supply of water was 1,848,750 liters.

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